



# FLYPAPER

EAA Chapter 18, Milwaukee, WI

Year 57, September 2018

<http://18.eaachapter.org>

## HEADLINES!

### INSIDE THIS ISSUE:

Latest Headlines	1
Presidents Letter	2
Programs	3
Young Eagles	4
Safety	5
Safety	6
Board Minutes	7
Meeting Minutes	8
Calendar of Events	9
Treasurer's Report	10
Contacts	11

**Only 300  
Days to  
Oshkosh!**



## MOSAIC

Using momentum gained from an in-depth meeting with FAA officials during EAA AirVenture Oshkosh 2018, the Modernization of Special Airworthiness Certificates (MOSIAC) rulemaking initiative has made substantial progress in the past six weeks.

MOSIAC would bring more flexibility to the construction process for kit aircraft. For example, it could allow someone to receive professional building assistance beyond the current 51 percent rule, or could allow a contractor to build an entire aircraft for a client.

EAA has been clear from the outset that MOSIAC will not alter or inhibit the traditional path to amateur-built in any way, but instead will offer an additional avenue for those wishing to use it. The FAA understands and has thus far shown nothing but support for this position. The modernization project appears to be on track to enter official rulemaking status at the FAA by early 2019.

The rulemaking package also contains language causing major reform to light-sport aircraft. The intent is to make the category more robust and commercially viable going forward, and while a specific proposal is not yet on the table, it is expected that a reformed LSA category would contain more qualifying aircraft as well as long-sought features including electric propulsion.

At this point in the discussion, EAA and the FAA are close in expectations and alignment on MOSIAC. If successful, it will be a significant improvement for the homebuilt community and a showcase of how EAA's advocacy team can work with regulators to make positive changes for members.

"This is another example of how to achieve real, lasting reforms by leveraging EAA's relationship with the FAA," Elliott said. "The FAA views EAA as a major partner in this rulemaking process and we will continue to provide input to the agency as much as we are permitted by law."

# PRESIDENT'S LETTER



## President's Rant

Hello and welcome to the September Flypaper!

Last weekend it was in the 80s and humid and I was running the house A/C for all it was worth. Today I woke up wondering who forgot to turn on the furnace last night. A glance at the calendar confirms what I suspected- it is indeed September, when the weather becomes unpredictable and a young man's thoughts turn to playoff baseball. September is generally known to have some of the best flying weather of the year, although the temperature can vary all over the place. I never used to mind that so much, until I started flying an open cockpit airplane...



Speaking of flying, we've been doing a lot of it and making the most of what little flying season we have left. A couple of weekends ago was the MAAC Grassroots fly-in at Brodhead. The weather was a little cool and a lot windy that weekend, and bad weather to the south kept a lot of people away but a good time was still had by those who made it. On the chapter front, thanks to Fred and the good folks at Burlington for hosting our fall chapter picnic last Sunday. The weather was just about perfect and we had a good turnout of both people and airplanes for our last chapter picnic of the year.

Our September Young Eagles event was a big success last Saturday Sept. 15th. We decided this spring to expand



our usual Timmerman-Capitol-Waukesha round robin. And so, we held the September event at East Troy, the first time we've held a Young Eagles event there in at least a decade. The weather was once again picture perfect and we had a great turnout of pilots and flew 38 kids. For me, the neat thing about the event being held at East Troy was that I got to bring both of my airplanes; a logistic nightmare at any other airport. I figured that I'd do most of my flying in the RV and maybe give a Breezy ride or two for some older, more experienced Young Eagle kids. How wrong I was! My poor RV sat there all alone and bored on the ramp all morning, while every kid in Walworth County seemed to want a ride on the Breezy. This was the first time I took the Breezy to a

YE event and even I was surprised by the level of enthusiasm for that aircraft. I guess kids are too young to know enough to be scared, unlike some of their grown-ups.

# PROGRAMS



**ATTENTION:** We are trying this again.....

**September Chapter Meeting – Tuesday, September 25, 1930 CDT**

**Guest Speaker:**

**1st Lt. Justin M. Gruber of the 128th Air Refueling Wing in Milwaukee.**

The 128th Air Refueling Wing (128 ARW) is a unit of the Wisconsin Air National Guard, stationed at General Mitchell Air National Guard Base. If activated to federal service in the United States Air Force, the wing is operationally gained by the Air Mobility Command (AMC).

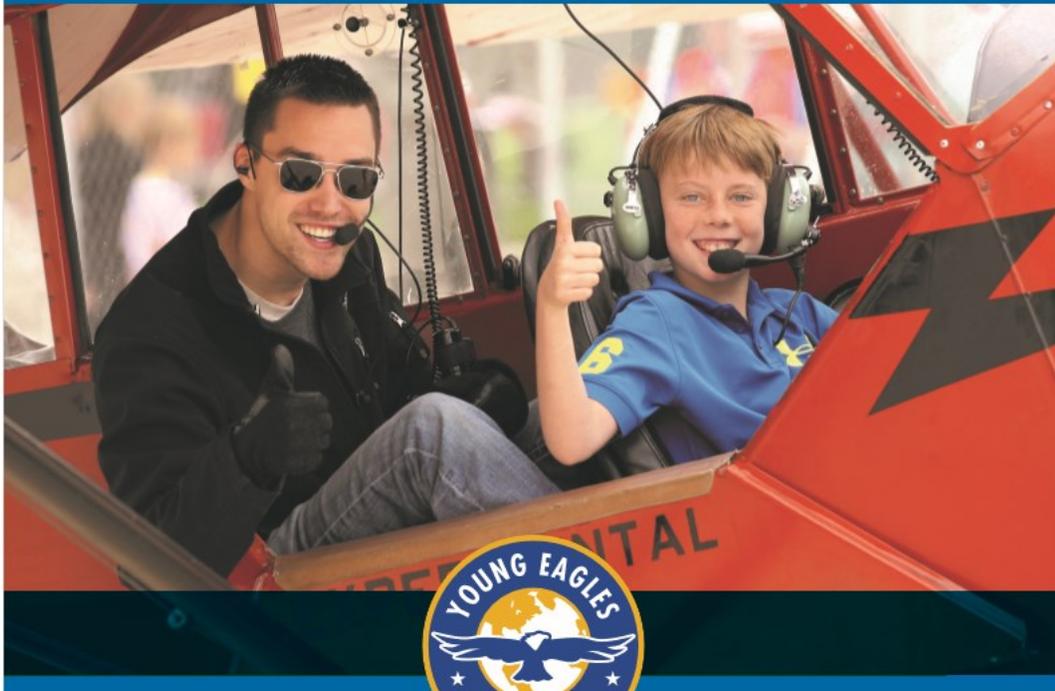
The 128th Air Refueling Wing principal mission is air refueling. The wing enhances the Air Force's capability to accomplish its primary missions of Global Reach and Global Power. It also provides aerial refueling support to Air Force, Navy and Marine Corps aircraft as well as aircraft of allied nations. The wing is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.



# YOUNG EAGLES



## EAA Chapter 18 Young Eagles Rally



### Free airplane rides for kids ages 8 to 17

Parent/legal guardian approval and signature required

#### When

October 13, 2018

10:00 a.m. - 1:00 p.m. (weather permitting)

#### Where

Capitol Drive Airport

21500 Gumina Road, Pewaukee

#### Contact

414.732.6782

Chap18YE@wi.rr.com

www.youneagles.org

Hosted by Chapter 18



## SAFETY



General Aviation  
Joint Steering Committee  
Safety Enhancement Topic



FAA  
Aviation Safety

## Stabilized Approach and Go-around

Focusing on establishing and maintaining a stabilized approach and landing is a great way to avoid experiencing a loss of control. A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues, and depends on the maintenance of a constant final descent airspeed and configuration.

### Maintain a Stabilized Approach!

Have you heard these words before? Well, it's not just a buzz term in aviation safety. It's a critical lifesaving way to approach every flight. A pilot is flying a stabilized approach when he or she establishes and maintains a **constant angle glidepath** towards a predetermined point on the landing runway. Every runway is unique, but a commonly referenced optimum glidepath follows the "3:1" principle. The principle, also seen as a descent ratio, means that for every 3 nautical miles (nm) flown over the ground, the aircraft should descend 1,000 feet. This flightpath profile simulates a 3-degree glideslope.

### Data Discourse

The Aviation Safety Information Analysis and Sharing (ASIAS) program, a collaborative government and industry initiative, recently completed a high-energy approach analysis by comparing actual stable and unstable approaches of



business aviation operators to the common "3:1" descent ratio. The study looked at this relationship from four distinct distances from the runway: 20, 15, 10 and 5 nm from touchdown. The study highlights the importance of being aware of how you manage the aircraft's total energy – kinetic (velocity) plus potential (altitude) – as you begin to fly the approach. Flights that were above the "3:1" descent ratio, and not stable, often had high rates of descent and high approach speeds.

A deeper look at the analysis shows that, even at 20 nm from touchdown, when a flight is above the optimum "3:1" descent ratio, the approach is more at risk of being unstable when closer to the runway (i.e., 500 feet to 1000 feet height above touchdown (HAT)).

*Continued on Next Page*



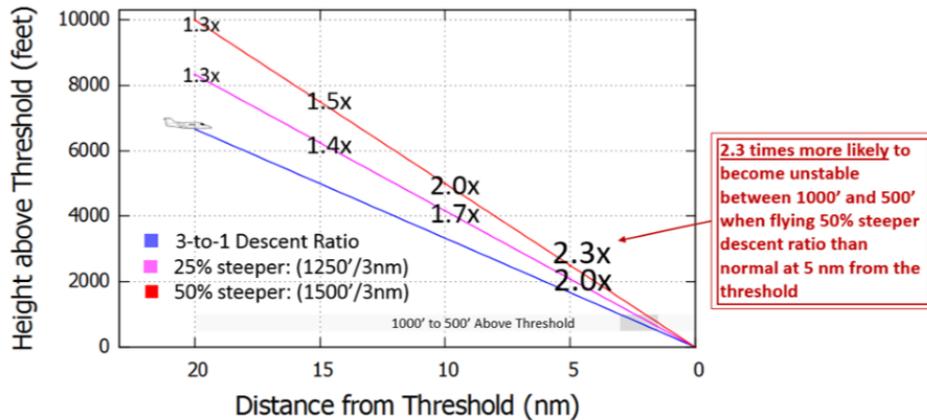
[www.FAASafety.gov](http://www.FAASafety.gov)  
AFS-920 18-09

Produced by FAA Safety Briefing | Download at [1.usa.gov/SPANS](http://1.usa.gov/SPANS)

## SAFETY



### Steep Descent Ratios Lead to Unstable Approaches



Moreover, the **probability of being unstable can DOUBLE** as you increasingly fly above a “3:1” flight path profile.

In addition, the data shows that at each of the distances (20, 15, 10, 5) when flying a “3:1” descent ratio, there is generally a 50/50 chance of being stable when reaching 500 to 1,000 HAT. Why 50/50? This is because your descent ratio is only one of many factors (such as aircraft configuration) that determine whether your approach will be stable or not.

Similarly, it’s important to recognize high kinetic energy states close-in to airports or near a final approach fix. Similar to descent ratios, the data demonstrates an increased risk potential if speeds during final vectors or approaches are not managed appropriately.

**Bottom line:** Be mindful of how you are flying an approach before you commence the approach, not just when you are close to the runway. Remember, one of the most effective ways to prevent becoming

a statistic is to GO AROUND if something’s is not right at any time. If you choose to continue with an unstabilized approach, you risk landing too high, too fast, out of alignment with the runway centerline, or otherwise being unprepared for landing. These situations can result in loss of control of your aircraft or a runway excursion.

#### Tips for Staying Stable:

- ◆ The further from the runway that you establish a “3:1” flight path profile, the greater your probability of successfully flying a stable approach. *NOTE: Every runway is unique and the published glidepath should be flown when available.*
- ◆ A method to estimate the appropriate descent rate in feet/minute to maintain a 3-degree glidepath is to multiply the groundspeed in knots by 5.
- ◆ When available, use a visual approach system such as a VASI or PAPI, or precision instrument approach to help maintain glidepath.
- ◆ Increase your knowledge on stabilized approaches. Some resources include the [GAJSC website](#) and [Advisory Circular 91-79A](#).

**Remember—If not stabilized, GO AROUND!**





## CHAPTER 18 MEETING MINUTES-SECRETARY JIM HATZENBELLER

## Chapter 18 August Board Meeting Minutes



The August Board meeting was called to order at 6:45 by President Jeff Point at the CAP hangar at Timmerman Field. Jim Hatzenbeller, Tim Meyer, Glenn Botsford, Fed Keip, Jeff Wisneski, Bill Stilley, Clint Hanson and Thaddeus Pinkoski were present.

**Announcements:** The scheduled program for the evening has been cancelled. An attempt will be made to re-schedule for September. An extended build report by Jim will be the back-up program. As of now, there is no program scheduled for the November meeting. Information of first flights and Chapter members who have passed should be forwarded to Jeff Point. Jeff will get the appropriate plaques. The October dinner meeting will take place once again at the Machine Shed. You can make payment of \$25 per person to Glenn Botsford starting at the September meeting. After discussion, it was decided that we will not have any drone groups working with us at future Young Eagle events. The annual Chapter fall picnic will take place on Sunday, Sept. 16th at Burlington airport.

**Old Business:** No old business was discussed.

**Young Eagles:** Calendar of events is listed in the Chapter newsletter.

**New Business:** Discussion of the cost of name badges took place. It was decided to raise the price of the name tag to \$10. It was also suggested to look for an alternate supplier of badges. It was suggested to re-establish a greeting group to welcome visitors and new members. The greeting group will be Glenn, Thaddeus and Dave. There will be an AOPA safety seminar at Timmerman Field on Sept. 5th.

Minutes from the July, 2018, Chapter meeting were approved as published. The Treasurer's report was approved as published in the newsletter.

Meeting adjourned at 7:15.



## CHAPTER 18 MEETING MINUTES - SECRETARY JIM HATZENBELLER

### Chapter 18 August Meeting Minutes



The August meeting was called to order by President Jeff point at 7:30 PM at the CAP Hangar at Timmerman Field.

**Announcements:** Guests were asked to introduce themselves. There were 2 guests present. If you are not wearing a name tag, a \$1.00 fine will be collected. If you need a name badge, contact Glenn Botsford. There will be an AOPA safety seminar held at Timmerman Field on September 5th starting at 7:00. There are pancake breakfasts on the first Saturdays at West Bend and on the 2nd Saturday at Timmerman Field. The scheduled program for September will be a presentation by the 128th Air Refuelers. the October dinner meeting will take place at the Machine Shed. Cost is \$25 per person. Please pay Glenn Botsford. Information for First Flight plaques should be given to Jeff Point. Information on members who have passed should also be given to Jeff. The fall picnic will take place at Burlington airport on Sept. 16th. The restaurant at Janesville airport has re-opened with hours being from 6:00 till 3:00.

**Young Eagles:** Calendar of events is listed in the Chapter newsletter. The next event will take place at East Troy airport on September 15th.

**Building Reports:** Fred Keip reported that he and his hangar partner are extending the size of their hangar. He has the engine installed on his Wag-A-Bond and is working on the oil cooler and baffles. Mike Felske reported that he has the original wheel pants for a 49 Piper Clipper, but needs mounting brackets. He also reported that his son Elliot is going to take his written exam on September 22nd. Clint Hansen reported that he needs to replace the longeron on his RV10 due to the fact that the original was the wrong material.

**Flying Reports:** Fred Keip reported on getting a ride on Jeff's Breezy. Mark Matelski reported that flying into Oshkosh for AirVenture was very busy. It appeared that the controllers were overwhelmed with the workload on Sunday arrivals. Jeff Point reported on doing a photo shoot in his Breezy at Oshkosh. He also flew in the Homebuilt review. Tom Stranak reported that flying his RV into Oshkosh on a Tuesday during AirVenture was a non-event. He also reported on hitting a turkey vulture at East Troy. Jeff Romaud reported that first flight was made in his RV-7. There are a few issues that need to be resolved with the plane. He also had a glider flight while on vacation in Germany. The flight was given to him by a former foreign Exchange student.

**Tech Counselor:** No report

**New Business:** It was reported that a set of Lycoming cylinder wrenches have been purchased.

The minutes from the July meeting were accepted as published. The treasurer's report was approved as published. Meeting was adjourned at 8:35pm.



# CALENDAR OF EVENTS

**Tuesday, September 25 – EAA Chapter 18 Mtg.**

7:30 P.M., Timmerman Airport CAP Hanger  
9393 W. Appleton Ave. Milwaukee

**Saturday, September 29 – September Swing**

7:00 p.m to 11:00 p.m. EAA Aviation Museum  
Roll back time to the 1940s with a traditional Hangar Dance featuring Madison’s Ladies Must Swing.  
920-426-4800

**Sunday, October 7 – Chapter 320 Fly-In / Pancakes**

8:00 a.m to 12:00 p.m. KRYV Watertown

**Saturday, October 13 – Chapter 18 Young Eagles**

8:00 a.m. to 1:00 p.m. Capitol Drive

**Saturday, October 13 – Chapter 838 Fun Fest**

8:00 a.m. to 2:00 p.m. KRAC Racine  
262-488-3807

**Sunday, October 14 – Fly-In Breakfast**

7:00 a.m. to 11:30 a.m. C77 Poplar Grove

**Monday, October 15 – FAAST Seminar**

6:00 p.m to 9:00 p.m. Wisconsin Aviation / Madison  
Loss of Control During a Visual Approach at Night

**Tuesday, October 23 – EAA Chapter 18 Mtg.**

Dinner Meeting – The Shed Restaurant

**Tuesday, April 2 – Sun n Fun International Fly-In**

Sun n Fun Expo Campus, Lakeland FL

**Monday, July 22 – EAA Airventure**

Oshkosh, WI



2018 OCTOBER						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3



TREASURER REPORT-TREASURER GLENN BOTSFORD

August 2018	Checking	Savings	Total	Paid Membership
<b>Beginning Balance</b>	\$791.91	\$1,012.17	\$1804.08	92
<b>Income</b>				
Dues	\$10.00			
Name Tags	\$20.00			
Name Tag Fine	\$4.00			
Coffee	\$7.00			
<b>Total Income</b>	\$41.00	\$0.00		
<b>Expenses</b>				
Tool	68.50			
Name Tags	\$12.97			
<b>Total Expenses</b>	\$81.47	\$0.00		
<b>Ending Balance</b>	\$751.44	\$1,012.17	\$1,763.61	

**Chapter 18 Apparel**



Chapter 18 Apparel is on sale now. T-Shirts, Hats, Coffee Mugs, and much, much more. Order anytime and no minimums. Each purchase will help to support the chapter.  
[www.cafepress.com/EAAChapter18](http://www.cafepress.com/EAAChapter18)

## Project Stories Wanted

**The NewsLetter staff is looking to include stories about your project in FlyPaper. If you are in the middle of a build, and you'd like to share your story, contact Thaddeus Pinkoski, [newsletter@eaa18.org](mailto:newsletter@eaa18.org)**



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## CHAPTER 18 CONTACTS

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For more information about EAA Chapter 18, email [info@eaa18.org](mailto:info@eaa18.org).

To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact:  
Thaddeus Pinkoski [newsletter@eaa18.com](mailto:newsletter@eaa18.com)